

Oklahoma Turnpike Authority – Gilcrease Expressway West Project

Request for Information Questions

1. Is there a list of major estimated quantities the OTA could post and share with the industry?

No, that is currently unknown. Only the 50% plans have been completed at this time.

2. If a firm has no interest in providing a proposal, but has opinions about the general Gilcrease project, how should they offer those opinions?

We encourage all firms to offer constructive opinions on the project. Respondents may choose not to use the RFI format however all communication should be submitted pursuant to the instructions contained in Section E of the RFI to Wendy Smith and Jordan Perdue by the January 31, 2018 deadline.

3. Has a traffic study been completed for the future Gilcrease Expressway that provides a forecast (or a range) on the predicted annual average daily traffic counts?

The traffic and revenue study for the proposed Gilcrease Expressway West project only is in draft form and under review.

4. Total project costs are estimated at \$300M and \$160M of funding has been identified. Confirm that private sector financial partner will provide the necessary funding deficit (projected at \$140M) and any additional funding if the project exceeds the estimated \$300M target amount? Will future toll revenues be directed to the private sector financial partner plus the Authority's costs to cover annual maintenance and toll collections / back office operations? Or will the toll revenue also be used to reimburse the Authority for its \$90M contribution and/or other unidentified costs? Can the Authority provide an estimate on its annual operations and maintenance costs and toll collection/back office costs?

It is expected that the private sector financial partner will provide roughly \$100 million in funding for the project. The estimated investment to date is \$32 million for right of way, engineering and environmental studies.

The Authority has not yet decided on how the future toll revenues will be directed however we are seeking input from the private sector on this issue (see Section C Questions 3 and 7).

The Authority is continuing to work on the estimate of its annual operations and maintenance costs for the Gilcrease project. For all other operations and maintenance costs, refer to the OTA's website www.pikepass.com for the relevant financial information.

5. What involvement if any will the Authority or the Oklahoma DOT have during the construction of the project?

The OTA is expected to have a role during the construction of the project. At this time, the level of involvement has yet to be determined.

6. Can the Authority provide any details on the selection criteria to shortlist firms during the RFQ phase? What will be the selection criteria to award the contract during the RFP phase?

Not at this time. The RFQ, RFP and selection criteria will be crafted after careful review of the RFI responses and a determination of the project delivery model to be used.

7. How will the private sector financial partner be involved with the initial toll rate setting and any future toll rate increases?

The Authority will retain control over toll rate setting at all times. The specific role of the private sector partner has yet to be determined but will be guided by the project delivery model selected by the Authority.